

INFORMATION REPORT

CD NO.

COUNTRY Poland

DATE DISTR. 12 DEC 49

SUBJECT Rail Highway Reconstruction
at Modlin, Poland

NO. OF PAGES 2

PLACE
ACQUIRED

25X1

NO. OF ENCLS. 1
(LISTED BELOW)

DATE OF INFO.

25X1

25X1

SUPPLEMENT TO
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE
OF THE UNITED STATES UNDER THE PROVISIONS OF THE ESPIONAGE ACT 50
U.S.C. 39 AND 42, AS AMENDED. ITS TRANSMISSION OR THE REVELATION
OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PRO-
HIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

25X1 1. [redacted] the Polish rail and highway junction of Modlin,
25X1 north of Warsaw, has always been a key point in Poland's transport system.
25X1 Modlin is not only considered an important center for traffic between the
25X1 east and the west, but also the main terminal handling traffic from the
25X1 north to Warsaw. For this reason in 1948 the Polish Ministry of Recon-
25X1 struction began the task of rebuilding some of the essential transportation
facilities at Modlin.

2. The reconstruction program concerning Modlin provides for the following:

- a. A super-highway from Gdansk to Warsaw, via Modlin.
- b. A two-track railway along the same route running nearly parallel to the highway.
- c. New, modern reinforced construction for bridges and viaducts on both projects mentioned above. One phase of this construction is further described below.

3. In the beginning this reconstruction program progressed slowly, but since March 1949, about 2000 workers have been employed in the Modlin area, and recent progress has been significant. This program is scheduled to be completed sometime during 1955.

4. The following details are available concerning the actual plans and current construction progress at Modlin. [redacted]

25X1

25X1

25X1

25X1

Present temporary wood-frame bridge on the Gdansk-Warsaw highway.

Temporary wood-frame, one-track railway bridge on the Warsaw-Modlin line.

New steel and concrete two-level bridge under construction, which when completed will replace No. 1 and No. 2. A double-tracked railroad will be built on the lower level, and the highway will cross on the upper level. In March 1949 both bridgeheads and two piers had been completed.

CLASSIFICATION

CONFIDENTIAL

STATE	<input checked="" type="checkbox"/> NAVY	<input checked="" type="checkbox"/> NSRB																		
ARMY	<input checked="" type="checkbox"/> AIR	<input checked="" type="checkbox"/> FBI																		

This document is hereby regraded to
CONFIDENTIAL in accordance with the
letter of 16 October 1978 from the
Director of Central Intelligence to the
Archivist of the United States.
Next Review Date: 2008





CENTRAL INTELLIGENCE AGENCY

-2-

25X1


It is estimated that at the end of 1949 the steel construction of the lower railroad section will be completed and will be ready to accommodate railway traffic. The highway is planned to go over the new bridge by the end of 1950.

25X1

An improved viaduct of steel and concrete construction.

A highway bridge of steel and concrete construction presently being rebuilt. This project is scheduled for completion by the end of 1950.

25X1

